

CUBAN BATTLES.

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**The Spanish Defeated at Sabana
Nueva.**

**The Cubans Under Gen. Quesada
7,000 Strong---The Spaniards
Under Gen. Letona 3,500.**

**An Entire Battalion of Negro Volun-
teers Kill their Officers and Go
Over to the Cubans.**

From the Correspondence N. Y. Herald.
HAYANA, May 12.

On last Friday night a government steamer arrived here from Neuaitas, loaded with wounded men. A part of these were landed at once and sent to the military hospital, while the balance were taken to the same place in the morning.

This attracted considerable attention, and the public anxiety to know where and when the men were wounded became great.

The authorities would not satisfy this desire for news, but, on the contrary, did all they could to prevent the facts of the case from becoming known, and with partial success. The Havana journals were forbidden to announce the arrival of the wounded, or to give particulars of the engagement fought in the district of Puerto Principe. None not a reliable source

blue Spaniard was allowed to visit the wounded in the hospital, as was practically ascertained by an American friend of mine, who tried in vain to see a former employe of his, who was included among the wounded men. This suspicious conduct of the authorities gave rise to many surmises and conjectures, and soon it was

Anxiously the arrival of another vessel from Nuevas was expected. This came in the form of the Spanish war steamer *Bazan*, that entered port on yesterday morning, thirty-six hours from Nevada. The Havana journals have broken the ice

cooked and seasoned news that amount to about as follows: The insurgents on the 6th burnt down the balance of the town of San Miguel, twelve miles from Nuevitas, left from the conflagration lighted there by the Spaniards a few months ago. General Letona is on the railroad, at some distance from Nuevitas, and General Lesca must be in Puerto Principe with his column. On the way he had a fight with the insurgents, nine miles from the city, with a terrible result for them, although the column suffered the loss of a lieutenant-colonel (Macias), a captain,

men wooded. A witness of the engagement places the insurgent loss at 2,000 men. The news is not official. But little truth is contained in the report. Although the Spanish authorities have labored assiduously after as before the arrival of the Bazan to prevent the facts about the engagement to leak out, I have succeeded in obtaining good and positive information that shows that the result of the fight was far more terrible to the Spaniards than to the insurgents; that victory perched upon the standards of the Cuban patriots, and the flag of Castile and Leon

Generals Quesada and Castillo gathered together over 4,000 of their best troops from the provinces of Mérida and Yucatán, and themselves, and then watched the movements of the Spaniards keenly, with the hope of discovering a weak spot where they could attack them. A large body of Spanish soldiers, led, as far as I can learn, by General Quesada, and assisted by the Marquis de Lesada, assaulted the insurgent positions on the 23rd, and, despite a most stubborn resistance, would have carried them, had not the Marquis of Santa Lucia, who had been some miles off, hurried to the assistance of Generals Quesada and Castillo, and, unexpectedly, turned the flank of the Spaniards on one of their flanks. These instant re-enforcements are said to have

armed, very many having only machetes and cane-knives in their hands. But they fought bravely, with the determination to win, and pressing boldly, unflinchingly upon the Spaniards, soon changed the aspect of the engagement. The superior drill, discipline and numbers of the latter were of no use perhaps, however, have still given them the victory, had not the four-fifths or about 400 men, of one of the wings of Yoller's battalion of Havana colored volunteers at a critical moment raised the shout of "Viva la Libertad! viva Cuba libre!" and, killing most of their officers and companions that tried to prevent them, joined over the fugitives. They aided them most effectually in their retreat. The Spanish troops had to succumb before this desertion of the colored men and gave up the day as lost. The Catalan volunteers covered the retreat, and though they fought bravely, yet their military experience and the superior fighting power of the Spaniards told against them, and were more than once thrown into confusion, and thereby lost heavily in killed and wounded. Quite a number of the wounded brought here are Catalans.

What was the loss of the insurgents in the engagement, I have not been able to ascertain, even approximately. I doubt if they were more than 100. They prevailed in Nuevitas that General Arce killed among their killed, and Generals Cutillo and Porro among their wounded.

the Spanish loss was also large is unquestionable, even if one does not take into account the negro soldiers that passed over. Many of the best and bravest of the Spanish officers are reported to have been killed. I hope to be able to give you some of their names in my next. A part of the battalion of Spanish soldiers—the Quintín—is reported to have also made common cause with the insurgents during the engagement, but I cannot give credit. The victory of their friends in the field has considerably emboldened the Cubans of Havana, but has had a contrary effect upon the Spaniards here. They are more frightened and more bitter. They curse the Cubans more than ever, but at the same time, for something new, let the "niggers" come in from very large share of their abuse. I told you when Colonel Yoller's colored men were sent to Cuba that the Spaniards questioned the propriety of sending colored men to the field, and what has happened has given them reason, as they are not at all slow to remind people of. I expressed doubt whether the member of the "black" anny, during the siege of Puerto Principe, the Spaniards colored volunteers, raised by Gen. Meade, deserted the Spanish cause by crowding

LATER. HAVANA, May 13. Further advices from Nuevitas fully confirm the particulars of the defeat of the Spaniards on the 3d. The engagement occurred at Santa Lucia, and resulted even more costly for the Spanish troops than reported in my letter of yesterday. The lost nearly all of their provision wagon, baggage train, &c., and part of their artillery. General Lesca commanded them. The Marquis of Santa Lucia, with his very timely re-enforcements, and the Spanish colored volunteers that changed sides, decided the contest. The insurgents from first to last had in the action over 7,000 men the Spaniards about 3,500. The fight lasted nearly seven hours. The Caralans suffered heavily, and lost over two hundred men. Colonel Yoller, of the Spanish solored volunteers, is now reported to be among the killed. The engagement of the 5th was an important skirmish between a part of the troops of General Letona and a detachment from General Castillo's command. An engagement of importance is likely to occur at an moment between General Letona's army and that of General Quesada, in the environs of Las Minas. The insurgent successes in the district of Puerto Principe are of a more serious nature. The Caralans, brimful of joy, and many times impatiently giving their public expression of it, which may yet cause an attack upon them by the vexed volunteers, and so the city be again disgraced by serious riot and willful acts of murder and bloodshed.

ROME.

The Pope—The Amnesty.

From Gaigiana, June 10.

Pio Nono has now a few months of comparative rest before him previous to the great undertaking of the Ecumenical Council, for which preparations both in Italy and abroad are active. He is continuing in contradiction to recent rumors that impediments to its realization had occurred. The political amnesty granted by the Pope, on the occasion of the anniversary of the capture of Rome, has rendered the prisoners susceptible of that act of sovereign grace, on account of their refusal to sign the document required, and their before being set at liberty, in which they have been expected to renounce their past misdeeds, and to promise to abstain from all future attempts against the Pontifical government. Nine prisoners condemned as participants in the Fausse République (so called) conspiracy were remaining in gaol for professing penitence for crimes which they deny having even committed.

From Gaigiana, June 10.

nale di Roma, has received the Pope's commands to compile a chronicle of the festivities, with the royal orders, messages and compliments of congratulation, and a catalogue of all public bodies and individuals who have presented to him catalogues of the presents sent to him money, and objects of all sorts. When the chronicle is completed, 1,000 *copie de luze* will be printed for the Catholic sovereigns, bishops, and other dignitaries, and the same number of copies of the occasion, and copies of less splendor will be sent to the numerous associations and individuals whose addresses or gifts reach his Holiness at the same time. The Crown Prince of Monaco is said to have sent the hand of the glove worn by his father, King Francis II. of Naples. Three nephews of Pio Nono were present during the fetes, and received the sacrament from his hand, but no mention was made in the lists of illustrious visitors, in accordance with the ex-

Eight Hundred Thousand Bales.
From the New Orleans Times.
Our estimate made last November the probable receipts of cotton at port, has already been reached, and have more than three months to complete the year. The total receipts by the first of September will not fall short of 850,000 bales. The arrivals late have been much larger than were expected by the most sanguine. Last week the receipts were three times larger than they were in the same week last year. The receipts of September will be the money of the largest receipts of cotton at port will reach the enormous sum of one hundred millions of dollars, which will be the largest amount ever received at port on this continent from a single product of the country.

LOUISVILLE.

FRIDAY, MAY 21, 1899.

TELEGRAPHIC BREVITIES.

Motel goes to England without instructions.

Texas and Mississippi are to vote in September.

The Orangemen are against the disestablishment of the Irish Church.

The Emperor of Austria sanctions the public school bill passed by the Reichsrath.

Rawlins is about to resign and Joe Holt is to succeed him as Secretary of War.

Adherents to Isabella had appeared on the Spanish Cortes. Their number is small.

Castello, the Republican leader in the Spanish Cortes, made a speech yesterday favoring a republic.

There will be a suspension of government business in Washington on May 30th, it being Decoration day.

The editors of St. Louis had a pleasant excursion on the Iron Mountain road yesterday. Everything was lovely.

Colfax was received with honors at Springfield, Illinois. A salute was fired and he was introduced to the Legislature.

The Secretary of the Treasury has directed the Treasurer at New York to sell \$2,000,000 gold per week in lieu of one million hereafter ordered.

New York capitalists are petitioning Bouwle to abandon his present policy, and to sell gold for greenbacks to apply to the purchase of maturing 3-per-cent. certificates.

Shelbarger relieves Harvey as Minister to Portugal at once. As Harvey has not been paid for three years, Shelbarger's coming ought to be a source of relief.

The elections in France have caused much disorder, and many persons were arrested. They sang the Marseillaise at Nimes; so they did at Marseilles. It is the chant of liberty.

Grant & Co., fearing the result in the elections of their ruling on the eight-hours law in government workshops are about to order full wages paid for that work.

THINGS IN GENERAL.

Alexander II. has signed the pledge.

Gounod has been challenged to fight.

Silk coats are affected by Paris dandies.

Tom Allen is under bonds not to fight in Ohio.

Oliver Dyer has returned Water street.

What on earth—or sea—is the use of Borie?

The suicide mania is growing like the spring fever.

Victoria will turn her half century next Monday.

Velocipedes are to be used in bull-fight at Madrid.

The spirit of the South—the cotton gin—Lorrell Courier.

C. T. Jenkins is the first passenger by all rail from California.

The British sociologists are alarmed at the increase of women.

Miss Frye brings another batch of 100 servant girls to Canada.

A Brooklyn velocipedian ran over a boy and broke his leg the other day.

A family of garbage pickers in New York have ten thousand dollars in bank.

Chicago proposes to seize Jeddah, flank Russia and become master of Europe.

Verdi is to write a grand opera for the "first performance" in the new grand opera-house of Paris.

The committee of the royal academy exhibition in London rejected 1700 pictures this year.

Walter Brown thinks of taking his wherry across the water with the Harvard four-oar.

Grant's new brother-in-law is a widower of sixty, once a Washington correspondent.

A San Francisco baker blew his head to pieces because his employer refused him a holiday.

A movement is on foot to abolish corporal punishment in the public schools of New York.

Olive Logan says the blonde beauties of the stage have "padded limbs."

Mr. Young will give his entire attention to the pursuit of fortune through the law courts.

A French artist starved himself to death because he couldn't get his picture hung in the academy.

Charles Green is a Texas youth who recently killed his brother-in-law for a debt of thirty cents.

Charles Reade and Wilkie Collins have been admitted members of the London junior theaumen.

The new official journal of Paris doesn't reach its subscribers until noon of the day of its publication.

The French Postoffice Department is to use the fac-simile telegraph instrument to transmit money orders.

A Newburyport gardener has ten acres of onions, and estimates that he will walk 1,000 miles in losing them.

The debris of the funeral piles of the Inquisition have been unearthed at Madrid in excavating for improvements.

The New York Herald's McCracken says Perry has "made Madrid" as well as every minister he has served in that city.

A \$100,000 diamond has been found at the Cape of Good Hope. The native who picked it up sold it for 500 sheep, 10 oxen and a horse.

The neglected condition of the English cemeteries in the Crimea is causing talk. The grave of Captain Hedley Vickers is marked only by a crumbled stone.

The Duke of Hamilton has been blackballed at the London Jockey Club, and in revenge he threatens to sell all his racing stock and quit the turf.

The veil is now taken in France on a lease, so to speak, terminable at the end of each year. Three nuns of Paris have just laid it aside for orange blossoms.

The New York Times shifts all blame from the President for turning anti-impeachment clerks out of office, but thinks it "very disgraceful" in Boutwell.

A London purveyor has gone to jail for six weeks for having in his establishment a diseased and putrid carcass which it was his intention to put up in the shape of potted beef in nice little cans with attractive labels.

A formidable obstacle can be operated in winter.

To the Editor of the N. Y. Tribune:

SIR—An experience of many years in the Rocky Mountains, and of these, six winters on the line of the U. P. R. R. convinces me that the present route can never be relied on for a winter route. All the old inhabitants of this country, as well as those foreigners and others who have passed through the country for many years past, are of this opinion, and unite in saying that "the Pacific road of the country must run south of Colorado." The great cause of trouble on this road arises from the fact that the region of the heaviest snowfall on the line of the road is also the region of the hardest winds. These would undoubtedly be called "hurricanes" in the States. During the entire winter they blow almost without cessation. The snow is very fine, and drifts so densely into the cuts that a shovel will not remove it. Huge snow-plows are often crushed in ineffectual attempts to force through and it only yields to the stubborn pick of the Irishman. Hundreds can testify to this. When a cut is cleared of snow it frequently refills before the train can get through. This was the frequent occurrence last winter, and it is well known by passengers and residents on the line of the road. One instance in particular occurred at the time of the first blockade. At or near Percy Station a cut was cleared of snow, and the train, drawn by two or more engines, which ran back about a mile in order to gain force, but, although it was run with all the speed safety would allow, so much snow had again been blown into the cut that the train could not force its way through. Another fact is worthy of special note. The principal trouble in what is known as the "Elk Mountain Country" here the road runs for about seventy miles almost parallel with the high range of mountains of which "Elk Mountain" is the most prominent, yet those who live in that country and have done so for years testify that this is one of the mildest winters known there for many years. If a road is blocked for a week in a mild winter, what may we look for in severe ones?

The "Bridger Country," or that portion of the road from Green river to Wahsatch, is usually quite as bad as the Elk Mountain country both as regards snow and wind, but the same mild winter was felt there in a greater degree. This is on the evidence of old and responsible residents of that section of the country. Owing to the great length of the road, there may be a very mild winter on one part of it and a very severe one on another. Fences will be built and other precautions taken, and the next winter they will be found to be where they are not needed—the trouble will "break out in a fresh place" where the road is totally unprepared for it. Thus, the first winter the road was running, a distance of three hundred miles on the plains, it was blocked for two weeks at one time in Nebraska. The road had not been there attracted sufficient travel or notice to cause this fact to be noticed.

It is claimed that fences and sheds will obviate the difficulty entirely. On the Black Hills the company erected costly stone fences, sometimes three, one behind the other, but, so far from being a remedy, the road was blocked for nearly a week at a time. Wooden fences, if high enough to catch any considerable amount of snow, can scarcely be made strong enough to withstand the wind, and, if low and strong, will not protect from snow. Sheds will be broken down by the weight of snow in the calm districts, and in the region of wind must be made tight like a house, and have doors at each end, or they will fill full of snow. The short tunnel east of Benton filled with snow the same as the cuts. The officers of the road speak as confidently of obviating the difficulties in the future as they in former years spoke of not meeting them, when warned by those who knew. The employees on the roads in the Northern States, say the experience of years there in fighting storms is of no use here.

The writer has no quarrel against the road or any of its officers. One person relations with each other have always been of the pleasantest nature. Furthermore, disinterested persons must allow that the officers of the road did the best they knew how to do during the blockade, except, perhaps, an exception or two in the case of an irresponsible employee. But the good and inevitable result of the fight against a "Storm in the Rocky Mountains."

JULES PIERREPOST.

Wyoming Territory, April 22, 1899.

A CAPITAL MOVEMENT.

Protection of the Marine Against Fires, River Piracy, etc.

From the St. Louis Democrat.

The marine interests of St. Louis have heretofore been without an adequate guard against the spread of conflagrations, river piracy, and, in fact, that protection which their magnitude would warrant as their limited numbers would warrant, have given their attention and protection to the shipping and endeavored to prevent arson and thieving, while the firemen, in cases of fire, have responded promptly and given their best exertions to stay the devouring element, but, as the police departments have not been able to keep especial watch over the long line of steamers, loaded and unloaded, which line the wharf at all seasons.

We are rejoiced to be able to state that a movement is on foot, which promises culmination, which will give such protection to the local marine as its extent warrants.

It is proposed, first, to procure a small iron-clad steamer, with sufficient power to tow the largest sized boats from the wharf in case of a fire among the shipping.

Second, A steam-fire engine is to be placed on the steamer, ready for use at a moment's notice.

Third, The boat is to be used to guard the shipping, and ply up and down the river at proper intervals day and night; locomotive head-lights, to be placed forward and amidships, capable of being worked so as almost to illuminate the entire harbor, or darkened at will.

Fourth, Steam to be kept up at all times, and the boat to be ready for any and all emergencies in which it can be of use.

The insurance and marine interests will, probably, furnish the boat; and it is proposed to procure a good one, adapted to the purpose.

The police authorities have manifested their willingness to man the boat in all its workings; men competent and peculiarly fitted for the service, capable and bold.

It is also in contemplation to prevent river piracy by the licensing of skiffs and small boats plying in the harbor, every such boat being numbered and registered.

The iron-clad could be made useful in many ways, at all seasons of the year, and would furnish the best protection against such disastrous conflagrations as we have experienced among our shipping in the past, besides being used to clear the harbor of ice in winter.

The plan will probably be carried into effect before long, when proper credit will be given for its origin.

—Those Englishmen who oppose the proposition to legalize marriage with a deceased wife's sister, urge that such a license would result in most horrible jealousy, and that wives would never allow their sisters to visit them when their husbands were at home.

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DEPARTS.	ARRIVES.
7:30 A. M. No. 1 Momp. & Nash. Mail (Daily except Sunday).	10:30 P. M.
8:00 P. M. No. 3 New Orleans Exp. (Daily).	9:00 A. M.
10:00 P. M. No. 11 Nash. & Louisville Exp. (Daily).	1:30 P. M.
7:55 A. M. No. 7 Mount Vernon Exp. (Daily except Sunday).	2:00 P. M.
8:15 P. M. No. 13 Louisville & Nash. Exp. (Daily except Saturday).	8:30 A. M.

JEFFERSONVILLE, MADISON AND INDIANAPOLIS RAILROAD.

DEPARTS.	ARRIVES.
6:30 A. M. No. 3 Mail. (Daily except Sunday).	8:30 A. M.
9:30 A. M. No. 17 New Orleans Exp. (Daily except Sunday).	11:10 A. M.
2:30 P. M. No. 5 Express. (Daily except Sunday).	1:15 A. M.
11:30 P. M. No. 7 Night Express. (Daily except Sunday).	6:30 A. M.

LOUISVILLE, CINCINNATI AND LEX. R. R.

DEPARTS.	ARRIVES.
6:30 A. M. No. 1, Passenger. (Daily except Sunday).	10:30 A. M.
6:30 P. M. No. 3, Passenger. (Daily except Sunday).	7:00 P. M.
8:15 P. M. No. 5, Lagrange Exp. (Daily except Sunday).	8:10 A. M.
9:30 P. M. No. 1, Passenger. (Daily except Sunday).	7:00 P. M.

CLOSING AND ARRIVAL OF MAILS.

CLOSING.	ARRIVES.
12:00 Eastern mail.	7:30 A. M.
12:00 New York extra mail.	12:00
12:00 St. Louis Mail.	7:30 A. M.
12:00 Indianapolis & Chic. mail.	7:30 A. M.
12:00 Mem. Clark & N. O. mail.	9:30 A. M.
12:00 Nash. & Chic. mail.	1:30
12:00 Lex. & Frank. & Way. mail.	2:30
12:00 L. & C. M. Mail Boat.	6:30
12:00 L. & E. M. Mail Boat.	6:30
12:00 New Albany and Jeff. mail.	8:50
12:00 Shelbyville mail.	10:45
12:00 Taylorville Stage-Leaves.	12:30
12:00 Mt. Vernon Stage-Leaves.	12:30
12:00 Tins. Thurs. and Sat.	2:30

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August 10—HICKY CHATSKY, Capt. Conner, connecting with Colorado, Capt. Parker.

August 11—HICKY CHATSKY, Capt. Conner, connecting with Colorado, Capt. Parker.

August 12—HICKY CHATSKY, Capt. Conner, connecting with Colorado, Capt. Parker.

August 13—HICKY CHATSKY, Capt. Conner, connecting with Colorado, Capt. Parker.

August 14—HICKY CHATSKY, Capt. Conner, connecting with Colorado, Capt. Parker.

August 15—HICKY CHATSKY, Capt. Conner, connecting with Colorado, Capt. Parker.

August 16—HICKY CHATSKY, Capt. Conner, connecting with Colorado, Capt. Parker.

August 17—HICKY CHATSKY, Capt. Conner, connecting with Colorado, Capt. Parker.

August 18—HICKY CHATSKY, Capt. Conner, connecting with Colorado, Capt. Parker.

August 19—HICKY CHATSKY, Capt. Conner, connecting with Colorado, Capt. Parker.

August 20—HICKY CHATSKY, Capt. Conner, connecting with Colorado, Capt. Parker.

U. S. DISTRICT COURT.

UNITED STATES OF AMERICA, District of Kentucky.

Whereas, an information has been filed in the Circuit Court of the United States for the District of Kentucky, on the 20th day of Feb., A. D. 1899, by B. H. Bristol, Esq., Attorney for the United States, who prosecutes herein in behalf of the United States,

